and able representatives of many nations,

inspired by a wholesome, common impulse They bring together those who are engaged

In promoting the arts of peace and who are desirous of advancing the welfare of mankind. They enlarge the circle of international acquaintance and tend to preserve international amity. They emphasize the fact that our common good is to be promoted by the maintenance of a broad, fraternal, international spirit. While deliberating upon methods to promote the efficiency of

upon methods to promote the efficiency of the railway, let us hope that you may culti-

vate a purpose to promote the adjustment, through the arbitrament of reason, so far as

may be done consistently with national honor, of those perplexing problems which sometimes arise to menace the world's peace. The nation which seeks an honorable settlement of differences with its neighbors in some other meaners than by the

bors in some other manner than by the

Pursued by Furious Mob.

Hunted by a furious mob today, Otis Keith, a non-unionist, utterly bewildered, fell under a trolley car and received severe injuries, but gained a respite from the mob and was rescued by police. He had left the Marshall Field & Co. barns in Lasalle street and passed through the Stafford Liotel. Emerging, he was recognized by the driver of a passing team. The driver, leaping from his seat, whip in hand, called to other teamsters, and an attack was made upon Keith. The latter's retreat to the barns was cut off, and he ran toward Clark

In efforts to elude the angry crowd, he boarded a swiftly moving street car, but was pushed from the step by the conductor. Now hatless and thoroughly frightened Keith ran behind the street car directly in the path of one moving in the opposite

In vain he turned and tried to get out o Scores of men stood in his way, blocking the passage to safety, and the on coming car struck him, knocking him down and badly cutting his head. Before the mot could do him further injury policemen force had reached the scene and assisted him back to the Lasalle street barns. Hun-dreds of car passengers and pedestrians wit-nessed the attack and pursuit of Keith.

Merchants Off for Springfield.

A committee of twelve merchants of Chicago, headed by John G. Shedd of Marshall Field & Co., left for Springfield today on a special train. They went presumably to confer with Governor Deneen on the strike

Mayor Dunne and Chief of Police O'Neill declared today that there was apparent'y less need for outside assistance today than there was yesterday. They concurred in the opinion that the police department is still a long way within its resources Renewed efforts were made today toward

bringing about arbitration of the strike. Petitions to the end were circulated by labor leaders. It was stated that many conservative union elements were working in conjunction with strong interests on the employers' side. In this connection, a call was issued today for a peace meeting at the Auditorium next Sunday. The call is the outcome of a fresh movement by Dr. Cornelia de Bey, Jane Addams and Dr. Emil Hirsch, whose efforts in the same di-rection failed a week ago.

Asked Sheriff for Assistance.

Sheriff Thomas E. Barrett today received a formal request from the Chicago Employers' Association to act with the police in quelling rioting and restoring order in the city's streets by swearing in several thousand deputy sheriffs. Immediately following this demand from the merchants, the chief county official conferred with Mayor Dunne, Corporation Counsel Tolman and Chief of Police O'Neill. It was said that Sheriff Barrett interpreted the law to mean that he had full power to "read the riot act"

and begin immediately to swear in deputies. The call upon the sheriff by the Employers' Association was said to be preliminary to plans to have the National Guard put in the streets. Representatives of the Employers' Association, it was said, spent several hours scrutinizing the law in the case. The decision to first request Sheriff Barrett to act came as a result. It was said afterward that Sheriff Barrett expressed a de-termination to show that his deputies, acting with the Chicago police detail of 2,700 men, would be adequate to quell disturbbances and see that normal commercial op-erations were resumed without the aid of

Affects Lake Transportation.

The effects of the teamsters' strike have reached the lake transportation companie and seriously crippled the large freight business which is usually done at this season. Owing to inability to have goods transferred from the railroad depot to the docks. all the principal steamship lines either have abandoned or curtailed their service.

Steamshin Company ha cided not to send out any boats until the strike is settled. This line has seven boats, which ordinarily go into service April 1, and are taxed to their carrying capacity at

The Goodrich line and Graham & Morton have cut down their service from daily to tri-weekly on account of the falling off in business. The Manitou Steamship Company and the Barry line also have been forced to abandon part of their freight business. A. M. Compton, chairman of the ways and means committee of the Chicago Commercial Association, has issued a special notice to members with reference to orders and shipments. The notice reads:
"Exaggerated reports are being circu-

lated throughout the country to the effect that the commercial facilities of Chicago are handicapped by reason of a strike of

union teamsters.
"To the end that the commercial interests of Chicago may not be injured by this exaggerated report, the members of this association are requested to notify their traveling salesmen and the trade generally of the fact that orders are being received and filled promptly. Shipments are being made as usual."

READY TO FURNISH GUARD.

Advices Received From Col. Duggan at Fort Sheridan.

The general staff has received a telegram from Col. W. T. Duggan, 1st Infantry, commanding the military torces at Fort Sheridan, saying: "After consultation with the assistant treasurer, action has been taken to carry out the requirements of your telegram relative to the transportation of government coin." This refers to Secretary Taft's order to

furnish quartermaster's wagons and guards from the regular army forces for the transportation of government specie between the Baltimore and Ohio railroad station and the subtreasury in Chicago, if called upon to do so by the assistant treasurer. There has as yet been no application to

the War Department for the use of troops in connection with the movements of mails Chicago, and Secretary Taft is taking no action on his own initiative, being firmly resolved to take no sides in the strike, and to limit his activities to the full protection of the functions of the national govern-ment at the scene of disturbance. For that reason, when the Teamsters' Union telegraphed him an offer to undertake the transportation of the government specie, he carefully refrained from any expression of opinion and simply forwarded the proposition to Acting Secretary Taylor of the Treasury Department for his decision. It is possible that the obstruction caused

by the strike to the delivery of express packages may be regarded as an interference with interstate commerce. Already the officers of some of these companies have applied for government protection but so far without success.

The view here is that such application must be made to the federal courts in the beginning, and the United States troops could be used only in the extremity that the courts find themselves unable to exe-cute their mandates through the courts'

own officers.

CONSULTED LAWYERS. Pool Room Men Claim They Are

Within the Law. The tocal sports who are interested in the Metropolitan handicap, to be run at Belmont Park this afternoon, wended their way to the new pool room office of the Maryland Telegraph Company to lay their money on the horses. It was not generally known yesterday that the room would be opened, and the attendance was not large. More people went there today and there was every prospect this afternoon that the game will be a paying one. The method of placing money on the horses is a novel one to most of those who have been patron-izing such places, and it was necessary for explanations to be made. In the so-called money transfer blanks information is given to the patrons.

The further information is given that the money placed by the patrons of the place is sent or made payable to R. P. Lee & Co. at Harper's Ferry, W. Va.

It is stated that the managers of the pool

IS FORMALLY OPENED

Seventh Session of International Railway Congress.

GREETINGS EXTENDED

VICE PRESIDENT FAIRBANKS WELCOMES THE DELEGATES.

Response by Mr. Gerard of Belgium-Other Addresses-Meetings

by Sections.

The seventh session of the international railroad congress was formally opened with simple ceremony in the mail ball room of the New Willard Hotel this morning at 11 o'clock. Vice President Fairbanks presided and delivered an address of welcome; Mr. Ernest Gerard, inspector general and chief of the cabinet of railway ministries of Belgium, responded on behalf of the delegates; Mr. Stuyvesant Fish. chairman of the American section of the congress, was then elected "active" president for the seventh session and made an address, a resume of which was translated into French for the benefit of the foreigners. Messrs. Alexander Cassatt and H. E. Harriman were elected honorary vice presidents; Mr. Louis Weissenbruch of Belglum was chosen secretary and Mr. W. F. Allen, secretary of the American section, was made associate secretary.

The first session was then adjourned, the members being directed to meet and organize the five sections by means of which the work of the organization is carried on. These section meetings were held imme-

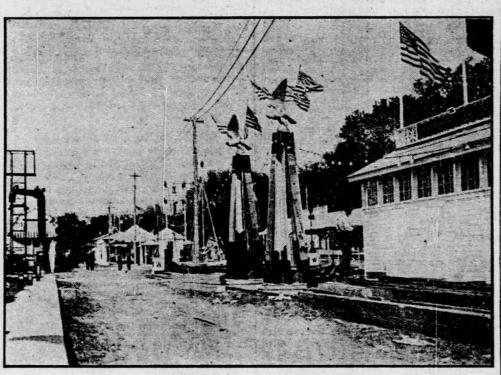
velous developments of recent times. From a local creation, to meet local necessities, it has expanded until it binds together remote industrial centers. It crosses and recrosses continents and brings nearer to each other the capitals of the world. It tends to knit peoples together by the ties of mutual respect. It has pushed forward the frontiers of civilization and brought the waste places under cultivation. It has



W. F. Allen,

Associate Secretary, International Railway Congress had a profound influence upon the commerce and customs of the people of the entire world. It has become the artery through which flows the world's commerce, giving life and vitality to countless com-munities and manifold industries. It is inextricably woven into the social and commercial life of millions of the human

Progress Noted. "Not only has the mileage of the railway



VIEW OF A STREET. (By a Staff Photographer.)

who will be assisted by the District Com-

It was ten years after the international railway congress was organized before it attracted any considerable attention in the United States. There was a feeling that Americans had troubles enough at home American railway men felt that they had little to learn from the experience and practice of their foreign bretren, and they were very sure that these foreign brethren were not burning with a desire to learn from America. At the London congress in 1895, however,

there were about twenty representatives of American railways. The delegation was headed by Colonel H. S. Haines, then president of the American Railway Association,

Represented in Paris.

America was represented in Paris in 1900 and prevailed upon the delegates to come to the United States for the seventh session. The result is the session which opened at the New Willard this morning, and

which will continue until May 14. The room in which the congress is being held is located on the tenth floor of the New Willard. It has been handsomely decorated for the occasion. Festoons of American flags cover the walls, and at intervals about the rooms are stands of three sets of colors, one of the United States and two of foreign countries in each stand. In this manner the flags of all the countries represented at the congress are dis-played in the room. The stand for the speakers was erected at the northern end of the hall, and in the balcony, overhead. provision was made for the wives and daughters of the delegates and guests. It was a few minutes after the hour set for



Stuyvesant Fish, President, International Railway Congress.

the opening when Vice President Fairbanks appeared on the platform, escorted by Mr. Ernest Gerard of Belgium, the acting chairman of the congress. Mr. Fairbanks was selected as honorary president of the body, and was greeted with applause as he ad-vanced to the front and immediately called

Address of Welcome.

The Vice President then said: "The very pleasant duty rests upon me to welcome you to the seventh session of the International Railway Congress. To each and all of you I extend a cordial greeting. You who are accredited from foreign countries need no assurance from me that the American people welcome you with that genuine and generous hospitality with which you are ever pleased to re-

with which you are ever pleased to re-ceive Americans.

"Your assembling is always an event of much significance, for it brings together men eminent in the political, economic and transportation affairs of the world to de-liberate upon themes which have a very direct and considerable bearing upon the

the guests of the trustees of the gallery and unlimited capital have been employed continually in devising new means of increasing its efficiency and adapting it to the increasing requirements of trade and



L. Weissenbruch,

Secretary General, International Railway Congress struction and reconstruction is unending. The roadway, terminals and rolling stock, suited to the needs of yesterday, are inadequate for the necessities of today, and still much larger provision must be made for

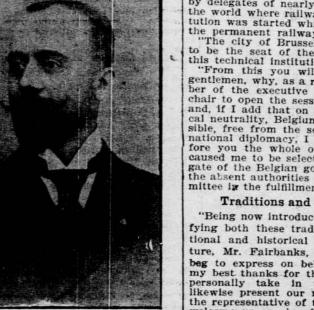
"The universal, urgent and unremitting demand is for increased carrying capacity at a minimum cost of maintenance and operation. Hand in hand with this goes the demand for low rates of transporta-

Charged With Great Public Duties. "The railway, by its very nature, is charged

The specific subjects which invite your deliberations are of the utmost importance. Among them are those which seek to pro-Among them are those which seek to promote the comfort and security of the traveling public and make more secure the lives and limbs of the employes upon whose skill and fidelity the safety of the person and property of so many depends. Consideration of "principles and plans for the retirement and insurance of employes and workmen" is in harmony with the progressive spirit which has characterized the development of the interests in which you are comment of the interests in which you are comment.

diately following the adjournment of the general session. The delegates will go to Mt. Vernon this afternoon on a special excursion, and this evening will attend a reception at the Corcoran Gallery of Art as of its operation. Inventive genius, labor and unlimited capital bayes been a marked improvement in the character of its construction and in the method of its operation.

"Science and art, labor and capital, have wrought a revolution. The work of con-



the requirements of tomorrow.

"In the rapid evolution of this great instrument of civilization it is not unnatural that abuses should arise. As we survey the past we can see how much experience and enlightened judgment have served to eradicate many of the wrongs which have existed. It is too much to expect, where such an agency touches the social and industrial interests of so many people, at so many points, that all of the inequalities should have been removed. We may hope that a spirit of justice and ampler knowledge may lead to the removal of the present defects and the prevention of evils in the future.

with great public duties. It is in the highest sense a public servant and must discharge its functions with impartiality, giving to all whom it serves just treatment. Equality of service is the predicate of good relations between the railway and the pub-lic. It is of the utmost importance that un-just favoritism should not obtain; that rates should be open and enjoyed by all alike. Nothing so quickly and surely lays the foundation of distrust and discontent as secrecy where there should be publicity, as inequality where there should be equality. Transportation charges must be fixed with a just regard to the owners, the employes and the public. The interests of none can be disregarded without ultimate injury to

spirit which has characterized the develop-ment of the interests in which you are con-cerned. To provide some measure of relief for those who are incapacitated for further service by accident or the infirmities of years is, in the highest degree, just and praiseworthy. Such relief is founded upon broad, equitable and humanitarian princi-

sword is not decadent; it is not wanting in national virility. It is merely manifesting an advanced degree of civilization. It is evidencing the fact that the barbaric strain has run out of its blood. "Again permit me to welcome you and to express the confident hope that your deliberations may be fruitful of good to the great interests which engage your attention, and that in good time the international railway congress may return and resume its sessions in the United States." Heads of World Systems. The formal opening of the international railway congress today at the New Willard

means the bringing together in this city of the heads of the great railway systems of the world. In the gathering of the thousand or more delegates at the meeting this morning there was represented thirty-seven of the civilized countries of the earth, who acknowledge to owe much of their progress and development to the railroad. The con-gress carries on its rolls some of the great-est names in the railroad world and all of its members are men who have done things in their respective countries and are in positions that make it necessary for them to be alive and alert to the necessities of modern progress. The American contingent in the congress, representing the United States, Canada and Mexico, as well as some of the South American countries, makes up about half of the organization for the sev-enth session. There are hundreds of Amer-ican delegates who are admitted for this

session only, by reason of the fact that the meeting is held in this country. Permanent Association.

The international railway congress, in the words of the first article of its constituion, "is a permanent association established to promote the progress and development of railways." It is composed of railway administrations, either state or private, which have formally declared their adherence to this organization, and who either own or work lines for public traffic. In addition, governments are represented by delegates. Its meetings were formerly held at intervals of two or three years, but in later years the precedent seems to have been established of holding its meetings

every five years.

In the interim the affairs of the body are conducted by a permanent commission consisting now of forty-eight elected members, one-third of whom retire and are replaced at each session. The permanent officials consist of a president, two vice presidents, former presidents of the congress ex officio. a secretary general, secretary treasurer, etc., these officials constituting the permanent staff for constituting the permanent staff for constituting the manent staff for continuing the work of one session to the next and for publishing the monthly Bulletin, which contains a complete record of the proceedings of each con-gress and various papers, which are thus permanently preserved.

Response by Mr. Gerard. Mr. Gerard made a short response to the

speech of the vice president, in French. He said in part:

"Twenty years ago Belgium solemnized the fiftieth anniversary of the opening of the first railway to public traffic on the continent. The Brussels to Malines line, enacted by the law of 1834, was opened to traffic in 1835, the illustrious George Ste-

phenson being present.
"Belgium now possesses 4.552 kilometers of standard gauge lines and 2,722 kilometers of standard gauge lines and 2,722 kilometers. ters of light railways, most of them narrow gauge, the latter feeding the former, the total being 7.274 kilometers (4.515 miles) 74 kilometers (4.515 miles) of steam-worked lines, conveying both pas-sengers and goods. That is say, the mileage of the steam lines system in Beigium is, in comparison to the territory, more developed than the mileage of any other country in the world, with a traffic exceeded nowhere else. Moreover, there are also 500 miles of light steam railways in course of construction or approved.
"When celebrating in 1885 the fiftieth an

niversary in a railway congress, attended by delegates of nearly all the countries of the world where railways existed, an insti-tution was started which has since formed

tution was started which has since formed the permanent railway congress.

"The city of Brussels was then selected to be the seat of the managing board of this technical institution.

"From this you will please understand, gentlemen, why, as a rule, a Belgium mem-ber of the executive committee is in the chair to open the sessions of the congress, and, if I add that on account of its politichair to open the sessions of the congress, and, if I add that on account of its political neutrality, Belgium is as much as possible, free from the sensitiveness of intersible that dislocate I should have laid here. national diplomacy, I should have laid be-fore you the whole of the reasons which caused me to be selected as the first delegate of the Belgian government, to act for the absent authorities of the directing committee in the fulfillment of this duty.

Traditions and Recollections.

"Being now introduced to you as personifying both these traditions and these national and historical recollections, I venture, Mr. Fairbanks, to bow to you and beg to express on behalf of the congress my best thanks for the great interest you personally take in this institution, and likewise present our respectful homage to the representative of the great nation who welcome us so cheerfully and to the dili-gent associate to the skillful brain who presides over its destiny—your President, Mr. Roosevelt.

"The six first sessions of the congress were held in Europe, and on each occasion the United States was worthly represented. Now the congress is to meet in this part of America, which, if it is not, literally speaking, the birthplace of the steam railways, has nevertheless accomplished the task of the most rapid development in railway mileage extension and most striking progress in their working. The large installations of your railroads, your remarkable rolling stock, your celebrated works for the construction of the same, your nu-merous electric railways, with their most powerful generating stations, both equally designed on the latest and improved types -these are all things that we are anxious to visit, and we trust that we shall find in them the friuts of the most elevated and practical views, with the advantage, rather peculiar to your own country, of being enabled to freely and energetically realize the boldest designs.

The discussions will begin on the twenty

important questions previously elaborated in forty-seven reports. Thus the delegates will certainly extend and confirm their technical knowledge.'

Mr. Gerard then notified Mr. Fish that he had been elected "active" president of the seventh session of the congress. Mr. Fish bowed his thanks and immediately took charge of the session. He asked all the vice presidents, who include the official delegates from governments represented the egates from governments represented at the congress, to take seats on the platform. When this had been done Mr. Fish made his Mr. Fish bowed his acknowledgements and said:

"On behalf of the American Railway Asso. "On behalf of the American Railway Association, which has for many years existed among the railways of the United States, of Canada and of Mexico, I have the honor to welcome to the seventh session of the International Railway Congress and to the first held elsewhere than in Europe the delegates named by the governments and by the railways of the forty-eight countries here represented. Many of you have crossed the Atlantic at an inclement season and not a few, have crossed the Pacific tries here represented. Many of you have crossed the Atlantic at an inclement season and not a few have crossed the Pacific ocean. Indeed, you have come from all quarters of the globe and from the isles of the sea. The occasion is honored not only by so large an attendance, but also by the presence for the first time as adherents of the International Railway Congress of delegates appointed by His Majesty the Emperor of Germany and by His Excellency the president of the republic of Cuba. That in welcoming these new adherents we are not unmindful of our old and tried friends is shown by the decorations of this room, which, if I mistake not, include the flag of each and every nationality here represented."

include the flag of each and every nationality here represented."

Mr. Fish then reviewed the history of railroads from the time of the establishment of the first road in England to the present time. He spoke of the work of American inventors from the time of Oliver Evans, the inventor of the first high-pressure double-acting engine which applied the pressure on both sides of the piston. Oliver Evans obtained his first patent in

him for the city of Philadelphia and used on the streets of that city in 1804. It was run through the streets of Philadelphia for a mile and a half to the Schuylkill river, where it was loaded on a ferry boat and by an attachment to the stern of the boat propelled the same for a distance of sixteen miles down the river. Mr. Fish read a number of references from foreign authorities as to the value of the railroads in the United States and the part they had played in the development of the country. He also produced many statistical tables showing the advances that had been made. In closing his address he said:

"It cannot be doubted that the reports to be submitted at this session and the discussion of them will be marked by the same thoroughness which has attended the former sessions of the congress. It is to be hoped that the delegates will take advantage of the excursions that have been carefully laid out for them in this neighborhood during the sessions of the congress, and that the foreign delegates will take either the short or long tour by rail after adjournment, and I trust it will be found that the arrangements made with regard to these matters shall give to the foreign delegates an opportunity of seeing found that the arrangements made with regard to these matters shall give to the foreign delegates an opportunity of seeing with their own eyes what there is of interest and value in connection with American railroads and industry. The delegates can rest assured that we shall do our best to make their visit profitable, pleasant and agreeable.

"I have only one other duty to perform, and that is to ask the delegates present to adjourn to the rooms where the sessions of the various sections are to be held, and there to elect their presidents and thus or-ganize for carrying on the business of this

Repeated in French.

An interpreter then read a resume of Mr. Fish's address in French, for the benefit of those of that nationality and others who do not understand English. At the conclusion of the reading Mr. Fish announced that Messrs. Cassatt and Harriman had been selected honorary vice presidents; Mr. Weissenbruch, general secretary of the permanent commission, secretary of the congress, and Mr. W. F. Allen, secretary of the American section, associate secretary. When these details of organization had been completed Mr. Fish announced that the cor gress would now divide itself in sections and proceed with the business laid out for it. The presiding officers for the five sections, as selected by the permanent commission, were then announced, as follows:

First section, way and works-Mr. Stuy esant Fish. Second section, motive power and rolling tock-Mr. Theodore M. Ely. Third section, operation-Mr. George H Armitage. Fourth section, general-M. Peysont.

Fifth section, light railways-Mr. Ernest Gerard. The general section was then adjourned to permit the sections to meet and organ-ize. The first section meets at the Ebbitt House, the second and third at the New Willard, the fourth at the Raleigh, and the fifth in the hearing room at the interstate commerce commission. This afternoon at 2 o'clock the delegates and guests of the special committee boarded special street cars at the corner of 14th street and Pennsylvania avenue and were conveyed to the 7th street where where they beared to the 7th street where where they beared to the 7th street where they beared to 100 mm and 100 mm. street wharf, where they boarded the steamer Macalester, and will spend the aft-ernoon at Mount Vernon.

MUST STAND TRIAL

BARONESS DE VORTS SALMO TO ANSWER CHARGES.

Baroness de Vorts Salmo must stand trial before a court of justice in the District of Columbia. An announcement was made in the middle of the afternoon by Assistant District Attorney Ralph Given to this ef-

The case will come up for trial tomorrow morning in the Police Court, before Judge Scott. Capt. Boardman of the detective office has been told that the case will be tried tomorrow, and has been instructed by the prosecuting attorney to have the witnesses in the case in court tomorrow

The baroness must answer for the larceny of property belonging to Mrs. William \$500, which is alleged to have been taken from the house while the defendant was employed there as a servant. Practically

WARSHIPS PURCHASED.

Reported Russia Has Bought South American Navies.

Special Dispatch to The Star.

NEW YORK, May 4. A cablegram from Glasgow says: The St. Petersburg correspondent of the Herald confirms the report of the purchase by Russia of the Chilean and Argentina navies. The vessels secured from the Argentine republic number three battleships and seven cruisers.

The Chilean Navy. According to the latest edition of the Statesman's Year Book the Chilean navy. consists of the battleship Capitan Prat, 6,966 tons displacement, 12,000 horse power, speed 18.3 knots; six 9.4-inch and eight 4.7inch guns; the belted cruisers Esmeralda and O'Higgins, of 7,030 and 8,500 tons, respectively, and 23 and 21.2 knots, with two 8-inch, twelve 6-inch, four 7-inch and four 8-inch and ten 6-inch guns, respectively; the protected cruisers Blanco En-calada, Ministro Zenteno, Pres. Errarwuz, Pres. Pinto, and the Chacabuco, of 4.420 3,600, 2,080 and 4,300 tons, respectively, and armed with two 8-inch, ten 6-inch, eight i-inch, four 6-inch and two 8-inch and ten 4.7-inch guns, respectively. There are also three torpedo gunboats, six destroyers and eight modern torpedo boats.

The Argentine Navy. The Argentine navy consists of 4 coast defense armor-clads, 5 armored cruisers, 3 second-class cruisers of high speed built at Elswick and 7 modern smaller cruisers and gunboats, with a number older, as well as 4 destroyers and 12 first-class and 10 second-class torpedo boats. The modern armored ships are the Almirante Brown 4,267 tons, with 10 5.9-in. quick firers, 4.7-in. quick firers; the Libertad, 2,336 tons with 2 10-in. 4 .47-in quick firers; Independencia, 2,336 tons, with the same armament the Garibaldia, 6,840 tons, with 2 10-in., 10 6-inch quick firers, 6 4.7-in. quick firers; the Pueyrredon, 6,882 tons, with the same armament; the San Martin, 6,882 tons, with 48-in. quick firers, 6 4.7in quick firers, and the Gen. Belgrano, 6,882 tons, with 2 10-in., 14 6-in. quick firers, 2 3-in quick firers. The speed of the vessels range from 13.7 knots to 20 knots for the

WELLS' ELECTION PROTESTED. Enrique Perez Objects to Confirmation of the Board's Selection.

A meeting of the board of governors of the Bureau of American Republics was held at the Department of State yesterday afternoon with Mr. Peirce, third assistant secretary of state, in the chair, Mr. Fox. director of the bureau, submitted a protest from Mr. Enrique Perez, a Latin-American member, against the confirmation of the election of Mr. William C. Wells as chief clerk of the bureau on the ground that the examination of the candidates for the office was not all that it should have been. Mr. Perez was one of the candidates and Mr. J. Gordon Cumming was another. The appointment of Mr. Cumming had been recommended by President Roosevelt.

All the candidates passed the examination and Mr. Wells was elected by the board by a vote of 8 to 5. The minority vote was

oast for Mr. Cumming. So far as known Mr. Perez did not receive a vote on the final and decisive ballot. What consideration shall be given his protest has not been decided. It is probable the chairman will call a special meeting to consider the matter.

Bids were opened late this afternoon at the District building for supplies to run the

Bids for General Supplies.

COMMISSION TO TAKE EVIDENCE IN FIELDS CASE.

Justice Wright, in Criminal Court No. 1. oday granted the motion of Thomas M. Fields, indicted for the embezzlement of funds of the Washington Beneficial Endowment Association, for a commission to examine as witnesses in his behalf William T. Gilbert and Henry D. Hotchkiss, both of whom reside in New York city, and for letters rogatory for the taking of the testimony of Charles F. Miller, a resident of London, England. Justice Wright, however, declined to grant a postponement of the trial of Mr. Fields, which is set for

Through his counsel, Attorneys Lambert & Baker and Philip Walker, Mr. Fields today filed a motion that the court require the United States attorney to return to the files in the office of the clerk of the court all of the original papers in equity cause No. 15,907—that of the Washington Beneficial Endowment Association against the Commercial Alliance Life Association, in which Mr. Fields and Andrew A. Lipscomb were appointed receivers. Mr. Fields contends that it is highly necessary that he tends that it is highly necessary that he and his counsel shall have access to and be permitted freely to examine and in-spect such papers in order to prepare properly for trial.

next Monday.

Bill of Particulars. Mr. Fields today also moved the court to required the United States attorney to furnish him a bill of particulars setting forth the details of the receivership order and property and of the ownership and converting and appropriating alleged in the indictment filed in the cause; and also setting forth how and when the alleged money or property came into the alleged possession of the defendants, and what connection, if any, existed between the money and the receivership order and property; "for that the matters and things in question are alleged only generally and inferentially in the indictment, but are necessary to be known in detail to the defendant so that he may properly prepare his defense, and in order to avoid any liability to be surprised at the trial by evidence for which he may be unprepared." Counsel for the defense gave notice to United States Attorney Beach that the motions will be called up in Criminal Court No. 1 next Monday morning.

CHINAMEN MAY SUE.

Proposed to Test Validity of Exclusion Laws.

Sir Chentung Liang Cheng, the Chinese minister, has issued a confidential circular of proclamation to all Chinese in the United States, requesting that he be furnished with reports of all cases of applicants who have been denied admission to this country, and of all deportations on the ground of nonregistration which have been decided since the expiration of the exclusion treaty of 1894. The circular asks also for an estimate of the amount of damages to the applicants for such refusal on the part of the United States and for such deportations. holding the acts of the officials of this country, under the law and in view of the termination of the treaty and after the rejection of the proposed consent of the Chinese government to reasonable exclusion of Chinese to be hostile to a friendly nation.

The object of the circular, as understood by United States officials, is to facilitate the collection of evidence on which to base a suit against the United States to test the validity of the existing Chinese exclusion

It is held by some lawyers of repute that there are phases of the Chinese exclusion law which will not stand a test in the courts, and it is understood to be the in-which the rights of individual Chinese will

LANDED ON SOLOMON ISLAND. News Received of the Safety of the Nome Party.

sea off Nome, Alaska, on Wednesday, April 26, and jammed in an ice pack. With the view, if possible, of rescuing the men from their perilous position, the Secretary of War on the 2d instant directed the commanding officer of Fort Davis, Alaska, located at Nome, to make every possible effort to rescue them, using for the purpose the lifeboats on hand at the lifesaving station maintained by the Treasury Department at that point.

The military secretary received a telegram yesterday from Maj. William A. gram yesterday from Maj. William A. Glassford, signal corps, the officer in charge of the Alaskan telegraph service, located at Seattle, Wash., who had transmitted the instructions of the Secretary of War to the commanding officer at Fort Davis, Alaska, saying that the report as to the perilous D. K. Jackson, Columbia. 100 situation of the men was correct, and that a launch fitted out by private parties had left Nome Tuesday night to search for

Today Maj. Glassford reported that the men landed at Solemon Island, about thirty-four miles distant from Nome, and made their way ashore over the ice, all of them being reported to be well.

Gen. Gillespie of the War Department reported to Assistant Secretary Taylor of the treasury today that he had received infor-mation from the superintendent of Alaskan telegraphs, stationed at Seattle, that the four men who were blown to sea at Cape Nome, Alaska, a week ago and were be-lieved to be perishing in icebergs, have been escued, although the details are not given. The report states that the men abandoned their boats, took to the ice and got ashore at Solomon bay. Among the men who were in the small boat swept to sea was Harvey Sullivan, a brother of George Sullivan, a prominent Minnesota citizen. The latter wired Assistant Secretary Taylor asking if anything could be done to help rescue the men. Mr. Taylor communicated with the War Department, which ordered the gar-rison at Cape Nome to give whatever aid it could, although it was believed the men could not be saved.

STRICKEN WITH YELLOW FEVER. Announcement of the Illness of R. R. West of This City.

The office of administration of Isthmian canal affairs has received the following cablegram from Governor Davis, at Pana-

"West has yellow fever; present condition comfortable; William C. Gorgas giving individual attention; cannot sail before two weeks; advise Wilbur, George Washington University, to notify Mrs. West. Two other cases: Charles Leach and N. M. Barrett."

The person first referred to is Mr. R. R. West, deputy auditor of the canal zone, whose home is in the District of Columbia. Professor Wilbur of George Washington University, a friend of Mr. West, is the person requested to notify Mrs. West.

Naval Movements. The Alexander has arrived at Cavite, the

Scorpion at Tortugas, the Truxtun and Newport at San Juan, and the Galveston and Hull at Norfolk. The Marblehead left San Diego yesterday for Santa Cruz, and the Sterling left Phila-

delphia for Monti Cristi. The battleship Illinois and the collier Mar-cellus left Hampton Roads yesterday for a short trip outside the Virginia Capes in or-der to make a practical test of a cable de-

Cashier Goll Captured. Henry G, Goll, cashler of the First Na-

Harper's Ferry, W Va.

It is stated that the managers of the pool room consulted several prominent attorneys in Maryland prince to the opening of the establishment, and were assured that they would be within the law if the program would be within the law if the program they had in view were strictly adhered to by then opened up for business.

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THE MOTION GRANTED FOUND HEAT INTENSE

Discomfort of Players on Chevy Chase Links.

OPENING THE TOURNEY

LIST OF ENTRIES IS UNPRECE-

DENTEDLY LARGE.

W. H. Duff of Edgewood Turns in ? Card of 80 but Two Over Bogey

for Eighteen Holes.

What promises to be the most successful golf tournament in the history of the Chevy Chase Club was started this morning under almost perfect conditions. The sun was too hot for comfort for the tramp over the course, but this was the only handicap developed. The list of entries is the largest and the contingent of visiting golfers is undoubtedly the biggest and best that has ever played over the Chevy Chase course in a tourney. Both the local golf clubs in seasons past have generally had about half a dozen outsiders, but this morning there were seventeen visitors' names on the Chevy

Chase bulletin board. This does not include Findlay S. Douglas. who was unable to play today, but will be a sure competitor in the big handcap Saturday. In addition to the size of the visiting groups, the playing ability is there, and the local golfers in discussing this strength ventured the prediction that it would require fine work to keep a single prize of this tourney in the District.

The Course Lengthened. Professional Douglas told The Star re-

porter at noon that the course was never in better shape for fast play. It has been lengthened into championship class, its total length being 6.004 yards, against 5.437 last season, a gain of 537 yards, or the distance of one big hole. The first hole has had thirty yards added to it, the seventeenth made 125 yards longer, and the old fifteenth and sixteenth holes thrown into one of 571 yards. These improvements have placed the course in the sporty class, and no more will the visiting golfers refer to Chevy Chase as the "easy game." Last season the "bogey" was 75, but this year it is 78, quite a marked advance for the colonel. The two veterans of the game-Justice Harlan and Judge Strong-had the honor of starting the tourney this morning, driv-ing off promptly at 10 o'clock, but the former found the sun too hot and had to stop. Judge Strong then returned to the club house and again set out with one of As the pairs began turning in from the first round of eighteen holes the complaints of the heat were loud and long

and the afternoon journey was not viewed with complacency. Mr. Alexander Britton has offered a handsome prize to be played for by the third sixteen. W. H. Duff of Edgewood, turned in a card

On Qualification Round. Following are the scores for the first eighteen holes of the qualification round:

W. J. Boardman, Chevy Chase 97 E. M. Talcott, Washington.
W. H. Duff, Edgewood.
L. W. Glazebrook, Chevy Chase....
G. A. Weaver, Columbia. H. Wylie, Chevy Chase......
J. H. Brickstein, Chevy Chase...... P. Gates, Minikahea..... S. Mattingly, Columbia.....

 A. S. Mattingly, Columbia
 30

 A. Keith, Chevy Chase
 105

 H. Selfridge, Oakley
 88

 T. Grant, Chevy Chase
 91

 A. H. Clapp, Chevy Chase
 95

CRITICISM OF FRENCH

JAPANESE COMMENT ON ELASTIC-ITY OF NEUTRALITY PLEDGE.

TOKYO, May 4.-The press of this city continues its sharp criticism of French neutrality in Indo-China waters, and expresses surprise and indignation at what it describes as the elasticity of France's pledge, The Jiji urges the government to adopt independent action for the protection of the national interests, and insists that the responsibility for the extension of hospitalities to the Russian fleet must rest upon France. It is understood that the Japanese government has addressed France on the question of her neutrality, but the nature

of the correspondence is unknown. Russians Accuse Japanese. ST. PETERSBURG, May 4.- The Novoe Vremya today editorially maintains that after the manner in which Japan has persistently violated Chinese neutrality, Rus-

sending out the interned cruiser Askold and the torpedo boat destroyer Grozovol from Shanghai. "Japan," says the Novoe Vremya, "not only committed flagrant violations of neutrality in the case of the torpedo boat destroyer Ryeshitelni at Chefoo, and in the use of the Elliott Islands as a base for her

sia would be fully justified in retaliating by

squadrons, but she is now freely using the Yinkow-Sinmintin railroad to forward troops and munitions. Field Marshal Oyama refusing, according to reports, to relinquish possession of Sinmintin upon the demand of the Chinese government."

The paper concludes: "Can we, after what has been appeared to the Marshal Papeared." has happened, pay heed to Japan's pro-tests? Ought we not, on the contrary, to consider ourselves just as free from the tangle of China's neutrality as Japan

The Novoe Vremya also says there is no occasion for the "terror" created in diplomatic circles in Washington by the reports that the Russian warships at Shanghal intend to sail.

TO SUCCEED JUDGE MAGOON.

Paul Charlton Appointed Law Officer of the Insular Bureau. Secretary Taft today announced that he

nad decided finally to appoint Mr. Paul Charlton of Nebraska to succeed Judge Charles E. Magoon as law officer of the insular bureau. The place was inadvertently covered into the civil service by a blanket order several years ago, and, consequently, to appoint Mr. Charlton it has become nec